

USE "MADE IN CANADA" SHIPS AND SEAMEN

TRADE FOLLOWS
THE FLAG



A GREAT COMMERCIAL FLEET, owned and manned by Canadians, is of paramount importance. To carry the Canadian "Bread Battery" from Canada's Wheat Fields to Canada's Soldiers on the field of battle. The "Missing Link," must be found—CANADIAN SHIPS.

Scrap Book

To H— with the Norwegians !

BURY THE "RAMSHACKLE FLAG OF
NORWAY" AT OTTAWA AND
HOIST THE



George Weiner Esq

2nd Engineer

City of Hamilton


May 1919.

Toronto ont

not to lend or give away.

Comptrolr of

Alfred Baillie



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VIMY RIDGE



The Gathering of the Clans

BY CECIL EDGAR DEWOLFE

Composed on reading the names of the rank and file of one of the first of the Nova Scotia regiments to go over seas.

I read me down the regiment,
And saw they all were there,
The red Macdonalds from the lake,
The Campbells of Saint Clair.

Mackie, Mackenzie, and Macrae,
Mackinnon, and Mackee,
Macneil, Macpherson, and Macquinn,
Macdougall, and Macphee.

And as I studied o'er the list,
I thought with happy brow,
The way their fathers did of old,
The Clans are gathering now.

From Richmond Port to Aspy Bay,
They're coming to the war,
They've heard the call of Big Lorraine,
And westward to Craigmore.

In Sydney's streets the pipers play,
And in each quiet dale
The ancient fires are burning bright,
The war fires of the Gael.

They're laying down the tools of peace,
In hamlet, town and glen,
The farmer puts away his scythe,
The clerk throws down his pen.

And soberly with lips compressed,
They're leaving happy scenes,
With no delusion in their hearts,
Of what this warfare means.

But far away in foreign lands,
Some day they'll feel the thrill
Their fathers knew at Bannockburn
And there on Langdon Hill.

They'll show the world that Highland blood
On old Cape Breton's shore,
Is just as dauntless as it was
In Scotia's days of yore.

And German Huns shall feel the weight
Of vengeance brooding long,
The thoughts of Zeppelins at work,
And Belgium's cruel wrong.

The pibroch calls, they're coming in,
From dale and mountain brow,
The way their fathers did of old
The Clans are gathering now.



With the Compliments of
Alex. G. Baillie
Cape Breton, Cana

Go, stranger! track the deep
Free, free the white sail spread!
Wave may not foam, nor wild wind sweep
Where rest not England's dead.

The Labor World



— MONTREAL — SATURDAY, MAY 10th, 1919

Workers & Sailors of "The Island" Down on Coolie Labor

Chinamen work a day and a half for the price of a pound of butter. — Other workers invited to make a stand.
— Interesting resolution passed by Union in Charlottetown, P. E. I.

Some "hot stuff" is embodied in the following letter from our earnest correspondent of Prince Edward Island. Himself a sea captain his knowledge should have more weight than a lesser writer. Read it and write us your opinions.

Charlottetown, P. E. Island,
April 26th, 1919.

THE LABOR WORLD,
Montreal.

Here, I found the laboring man, the Canadian Seamen, — who are also laboring men — all greatly pleased with the stand Mr. Gus. Francq took at the conference at Berne, Switzerland, against "free" Immigration.

As soon as "The Labor World" arrived here recently with your article on the "coolie" question, The Labor Protective Union immediately passed the following resolution which I enclose you for publication. These laboring men, — Canadians, Britishers! — do not want to labor and work for a day and a half, for a pound of butter!! — Seventy-five cents. That might do out in Timbucto, or even the Garden of Eden, where they once clothed themselves in fig leaves, but it won't do in Canada.

P. E. Islanders understand what "free" immigration means, — of German ships and Seamen — under Orders-in-Council — to our home coastwise trade. That is trade from one Can-

adian port to another Canadian port — duty and taxes "free" in Canada.

Take the German steamer Storstad, as an example, that sunk the Empress of Ireland; she was allowed in Canada's coastwise trade duty and taxes "free" — under Orders-in-Council — she took all the ships and crews earnings home to Germany, and spent nothing in Canada.

The Storstad was valued at \$150,000. But, if a Canadian used the same, duty and taxes "free" Storstad, in the very same Canadian Port to Port trade, the Canadian would immediately have to pay \$37,500 in duties to the Canadian Government — twenty-five per cent of her value — and taxes each year afterwards in Canada.

All Canada suffered by this "free" immigration. But, the Province of Edward Island in particular, when Canada was third ship-building and ship-owning nation in the world.

She is now reduced down to eleventh place, and her ships on every sea, of the "Seven Seas", manned by her own seamen. Then, the Province of Prince Edward Island had a population of 113,000 and built from 70 to 100 ships a year, the largest afloat in the world at the time. But, when the German propagandist got in his work, her fine

Le Monde Ouvrier

SAMEDI, 10 MAI 1919 -

shipyards were dismantled, and became moss and grass grown, and the Province lost ten thousand of her population — reduced from 113,000 to 93,000 at the present time.

For the past fifteen years no ship had been built in the whole Province of Prince Edward Island, — until a few of the **Bolsheviki species**, — that we have had in Canada for many years previous to the war, during the war, and at the present time — causing the destruction to our shipyards, ships and seamen. They built a schooner last year, simply to camouflage the public, and preventing the Government, granting any aid to **revive** ship building in that Province.

To better illustrate this, the Labor Protective Unions of this Province passed resolutions on the 15th April, 1918, and signed a petition to the Prince Edward Island Government to pass an Act to aid the **REVIVAL of ship-building in that Province**. It was presented by the Hon. George E. Hughes, M. L. A. But the Speaker ruled him out, and he was prevented from making a speech, after he had presented the Labor Unions' petition, and his own resolution. And Hon. Mr. Hughes only sat down when he heard the click of the Sword, carried by the Sergeant at Arms.

I overlook enquiring if he had a bayonet or a rifle, or not, ready for action.

So much for the German propagandist in our Parliaments, while Premier Lloyd George was calling for ships, ships, and more ships — at the same time.

An extract from an editorial of the "Watchman", at the time, was rather amusing: "Legislative Coquetry" it was styled: "Another resolution proposing consideration of the ship-building industry was proposed by Hon. Mr. Hughes and seconded by Mr. McLean, but was declared out of order by the Speaker.

"As we looked on the thought suggested itself to us that the resolution asking for the enfranchisement of wo-

men, which had just been adopted unanimously, might also involve the expenditure of money. The fact that both ships and women are classed in the feminine gender would almost lead one to conclude that Mr. Speaker displayed a slight but perhaps pardonable bias towards the latter."

Capt. Sandy McInnis.

Important Resolution Passed by the Labor Protective Unions.

Labor Protective Unions
Labor Hall

The Laborers' Protective Union of Charlottetown, at its regular meeting, passed the following resolution:

"Whereas, in view of the Government of Canada from time to time suggesting and agitating for the introduction of Coolie Labor, on our ships, in our coal mines and other industries;

"And, whereas, an extract from the Associated Press from New York stated that Hiram Maxim, the inventor, says he was informed that Great Britain intended to bring one million Coolies into Canada to develop unused acres. He said the contract with the British Government called for payment of only fifty cents per day and two suits of clothes a year. The United States, he claims, should bring in a like number into their country. All of which will seriously affect labor in Canada;

"Therefore resolved: That this Union is absolutely opposed to the importation of Coolie Labor, and that the Government of Canada be appealed to, to use their influence with the Imperial Government, through the Premier, Rt. Hon. Lloyd George, to prevent this importation into Canada of one million Coolie laborers.

"Be it further resolved that a copy of this resolution be forwarded to the "Labor World", Montreal, for publication; also copies sent to the Province of Prince Edward Island's representatives at Ottawa, and one sent to captain Alex. G. Baillie."

(Signed) Labor Protective Union.

John W. Gormerly, President.

*Anniversary of "The Captains Protest"
Twelfth - Sept. 20 1907 - Sept. 20 1919.*

The Coastwise Trade of Canada

A Treatise on the Importance
of this Great Trade

COMPILED BY

ALEX. G. BAILLIE

PORT HASTINGS, - CAPE BRETON

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[This poem "By Order-In-Council" is dedicated to the twenty thousand exiled Canadian Seamen in foreign lands,—to the sad fact that Canada once stood **fourth** among the Maritime Shipping nations of the world, and **Eleventh** place today—And to the loss of over One Hundred Million Dollars of invested capital in Canadian Ships, Ship-building, and Commerce.—A. G. B.

"BY ORDER-IN COUNCIL"

Hurrah for our ships and our sailor sons !

Hurrah for our stalwarts bold !

For the Ships that were manned with Canadian men,
'Neath the Union Jack unrolled !

For they sailed our ships from the East and West,
To the ports of every sea,
And they conquered fame for our Country's name,
O'er the waters wild and free.

Hurrah for our ships and our sailor men !

Hurrah for our seamen bold !—

For the Gallant ships, with Canadians manned,
'Neath the British Flag unrolled !

For their hearts were brave and their grip was strong,
And they kept our flag unfurled,
Till our ships and trade proud record made,
'Mong the nations round the world.

But alas for the greed and the lust for gold !—
And the soulless sons of power !
Who jest with fate in our hall of state,
And barter our country's dower.

For they ruthless cast our children's bread
To the alien foe and slave ;
And they doom her glorious sea-borne trade,
To perish from off the wave.

By "Order-in-Council" they work the game,
To pamper the alien corps,
Till thousands of Canada's loyal sons
Are exiled from our country's shores.

But woe to the greed and the lust for gold !—
And the soulless sons of power !
Who jest with fate in our hall of state,
And barter our country's dower.

They barter her dower of stalwart men,
Brave hearts as strong and true
As ever throbbed 'neath the British Flag,
When the signal for battle flew.

By "Order-in-Council" they work the game
That is fraught with doom and woe ;
But the stain shall be washed from our country's name,
When they reap what now they sow.

—~~Malcolm MacCormack~~

Canadian

How the "Missing Link" Between the wheat fields of Canada and our Canadian boys fighting in the trenches at Flanders can be connected by Canadians purchasing Steamers, and manning them with Canadian seamen. Canada has spent from the Atlantic to the Pacific on railways and canals over ONE BILLION DOLLARS, to land our products on both shores. But not a dollar spent on Canadian ships or seamen, to carry these products away out of the landwash

A FEW FACTS ABOUT OUR COASTWISE TRADE

Home Trade

Editor, Summerside Journal :

Sir :—The inevitable result and ruination of Canada's coastwise trade, shipping and seamen, has happened. Coastwise trade, commonly known as the home trade of a country, is trade from one Canadian port to another Canadian port, over which the Government of Canada has complete and full control.

This loss of our coastwise trade has totally destroyed the golden opportunity Canada had to build, own, and man with Canadians, a mercantile fleet to carry her exports to foreign countries.

Successive Governments of Canada allowed Norwegian ships and seamen a monopoly of Canada's coastwise trade under an Order in Council. This fact has been brought prominently before the Canadian people and the world, when it was announced in England by the Premier of Canada that a serious problem was facing us in having no CANADIAN SHIPS to carry our products to Britain. Of course, Canadians are a busy people, and will naturally conclude the war was the cause of it all. But not so. Sometime ago the Maritime Provinces built and owned over a million tons of shipping. (This was when Canada stood fourth among the maritime nations of the world, while she is only in eleventh place today ; Norway, with a population a little over 2,000,000, is fourth among the nations of the world today, and will stand third when the German Empire is destroyed.) The whole registered tonnage in Canada today is only a little over 800,000 tons ; Nova Scotia then built and owned 558,000 tons, while today only 140,000 tons.

The coal and steel companies, to secure CHEAP TRANSPORTATION for their coal and steel, induced—or seduced—successive Governments of Canada to pass "Orders in Council" to allow Norwegian ships, seamen, with all their outfits and supplies, generally under a long term contract, to cross over from Norway and do our coastwise trade ; these Orders in Council stated "on the same terms and conditions as Canadians." This last statement was to deceive the unsuspecting Canadian public—as, if a Canadian bought a Norwegian ship and put her in the same trade, he would immediately have to pay a duty of 25 per cent and taxes each year afterwards, while the Norwegians went free of both. So the Norwegians handicapped the Canadians in their own home trade of not only a bonus of 25 per cent on the value of their ship, exemption from taxes, but in addition, all their stores and outfits were brought in free of duty, while Canadians had to pay duty on similar stores and outfits.

Canadian officers and seamen were totally debarred from securing employment on these ships ; while the ships of our cousins to the south of us, the

In Peace! They drove the British (Canadian) flag from the Seven Seas and our home ports and seamen to foreign lands

TO CANAL-ADMIRAL TIRPITZ—"The German fleet *still rests on an even Kiel.*"
But let me remark that the German fleet is not hiding like "rats in a hole" in the Kiel Canal through any effort made by the Norwegian ships and seamen who drove 20,000 Canadian seamen to foreign lands, and monopolizes Canada's coastwise trade today—Just as the New York World states: "But for British domination of the sea the war would be over and civilization prostrated before triumphant German Militarism."

United States, were totally debarred from our coastwise trade—and why, pray? Because they would employ Canadian officers and seamen, and pay them "white men's wages."

So favorable was this to Norwegian shipping that soon over a million tons, manned by 20,000 Norwegian seamen, were doing the work Canadians should be doing, bringing their ships, supplies, and crew from Norway, spending nothing in Canada, but taking all their earnings home to Norway! It simply drove 20,000 Canadian seamen to foreign lands, and meant a loss to Canada of more than a million tons of shipping that Canada would have built and owned if they had the same protection the coal and steel companies demanded and got. When Nova Scotia owned 558,000 tons of shipping, the province only produced 700,000 tons of coal (seven hundred thousand tons), but by the Canadian Government protecting the Canadian market from all foreign coal, with a duty of 60 cents a ton, and later 53 cents, Nova Scotia built up a coal business so that last year it produced 7,000,000 tons (seven million tons), that the war did not affect its production any more than the war would have affected the million tons, or more of shipping that the Maritime Provinces should own, and that the monopoly to Norwegians drove out—or prevented purchasing or building.

The steel companies by having protection and being paid in addition bounties amounting to \$17,000,000, has enabled them, with their raw materials at tide water, to place steel rails in India in competition with the world.

—PEACE—
Had our shipping and seamen equal protection we would have steel ship-building, and our ships would be on all seven seas as of yore. But also look at what it would mean today for Canada and the Empire to have the 20,000 seamen who were driven out to foreign lands. No one in Canada benefitted by the steel and coal companies and the Norwegians—and the whole of Canada suffered.

The brave and heroic commander of the steamer Anglo-^{Canadian} American, just before he sailed on his last voyage, said: "Merchant ships are a necessary link by which the British Government maintained her part in the war; captain and seamen stay by their jobs, just as the men on shore do by their's, where their work is necessary."

A St. John newspaper, referring to the above, states: "Capt. Parslow did not know then that he would not live to see England. He probably did not fear for his own safety. But his words show he had a stern sense of duty, and was prepared to sell his life dearly. He stayed by his job, and when he fell his son took his place and saved the ship. Such bravery is worthy of the highest reward." The following verses were written by O. C. A. Child, in New York Times:

PRACTICAL PATRIOTISM—"The Department of Trade and Commerce appeals strongly to Canadian consumers to buy Canadian goods. In a bulletin published under the Minister's authority it is pointed out that home patronage means home employment." *Amherst News, July 27, 1915.*

CAPTAIN PARSLOW.

His is the tale of a man who died
In a British sailor's stubborn pride,
Hate in his heart and a grip of steel
In hands that clutch on a shattered
wheel.

Built on the Royal Navy plan
Was Captain Parslow, Merchantman.
He! bend his stiff old neck to bow?
It seems that the man did not know
how!

He took the wheel and he ordered flight,
Cursing his stars that he could not fight.
He'd save his ship, but he needs must
run—

God! how he longed for a five-inch gun!

Safe in harbor his ship now lies,
Her flag half-mast for her Captain flies—
It tells the tale of a man who died
In a British sailor's stubborn pride!

~~—N A R—~~

But what a contrast to the Norwegians who were allowed in our coastwise trade. One, the "Thor," was caught in the very act of coaling the German cruiser Karlshue, and taken as a prize by a British cruiser and towed into St. Lucia, West Indies, tried before a British Prize Court, and sold as a prize, and handed over to a lumber company. And there were others. Canada's greatest menace is not Germany, but the fact that we have been starving a large part of our population in order that another part may live in luxury. Our coastwise trade, shipping and seamen, have been driven or starved out of business.

A great commercial fleet should be owned by the Canadian people, and that fleet should be manned by men well paid, every one of them having his training as a fighting seaman, every one of them interested in defending his ship, as a man on shore defends his home. The duty of preparation is the great duty of today. It is not a question of policy, or one to be discussed. It is a question of common sense—one of national policy, national security, national obligation.

A PETITION FROM THE NATIONAL ASSOCIATION OF MARINE ENGINEERS TO PREMIER BORDEN

Sir Robert L. Borden,
Premier of Canada,
Ottawa, Ont.

Vancouver, B. C., April 5, 1915.

Dear Sir:—

We, the undersigned, Officers of Council No. 7, National Association of Marine Engineers of Canada, with a total membership of some 1500 Marine Engineers in the various sea ports of Canada, at the request of our members, at a meeting held on April 2nd, 1915, respectfully request your Government to appoint a Royal Commission to thoroughly investigate the grievance claimed by Canadian Ship Owners, Master Marines, Marine Engineers, and the various staff that constitutes the personal of the crews of said Canadian vessels, more particularly our eastern brothers as a result of the discriminating privileges extended to vessels of foreign nations to the detriment of the coastwise trade of Canada, more particularly in the Maritime Provinces.

In War: They still help drive the British flag from the Seven Seas!

Our Canadian seamen are waiting for a bulletin stating "use made in Canada ships and seamen"—and don't go to Norway for them—Canadian seamen pay the salaries of the Ministers and Members of Parliament—keep up the churches, newspapers, doctors, lawyers—while the Norwegians pay for all these things in Norway.

Your Government, we are informed, has renewed or passed four "Orders in Council" since coming into power; two of which have been renewed yearly, and two new ones—the latter applying to the Maritime Provinces—permitting Norwegian steamers and crews to do the work that Canadian or British ships and their crews should be doing.

These "Orders in Council" state on the same terms and conditions as Canadians, but if a Canadian bought a Norwegian steamer and hoisted the British flag in our coastwise trade he would immediately have to pay a duty of 25 per cent, and taxes each year afterwards, while the Norwegian escapes both under said "Order in Council." This prevents and has prevented Canadian and British ships competing on equal terms; while it should be the very reverse, and Canadians instead of Norwegians should receive the 25 per cent, or, better still, a bonus, and exemption from taxes. This procedure has also prevented the building of steel ships, on account of the Government not furnishing any assistance in the way of a subsidy or bonus. Coal, steel, and other industries are protected, as well as paying a bonus to the steel companies of \$17,000,000 we are informed in addition to protecting the manufactured product. Coal is protected 53 cents a ton from all foreign competition, even Norwegian. The coal and steel companies are the ones who secure from our Government these special privileges to bring the Norwegian steamers in our coasting trade.

Why not protect ~~the~~ ships and seamen, and use "Made in Canada" ships and seamen? How do you know but that the same interests will secure privileges under "Order in Council" of bringing back again the Norwegians on the Pacific coast, and from the Pacific to the Atlantic, and from the Atlantic which is coastwise trade, as well as having them back on the Great Lakes? For the "Order in Council" passed August 13th, 1914, was only nine days after war was declared, and brought back Norwegian steamers to carry passengers and freight between Nova Scotia, New Brunswick and P. E. Island, and vice versa, on the same terms and conditions as Canadians. The Norwegians were shut out of the Maritime Provinces since July 1st, 1909, and on August 13th, 1914, there was a surplus of shipping in these provinces, we are informed, of which many of said vessels were out of employment for some months; and the coal and steel companies who employ Norwegians, had thrown thousands of men out of work, and helped create a panic our country did not get over for months, or until they received "war contracts."

The above shows the side representing the Norwegian interests have been heard, and as there are always two sides to every question, the other should be heard, too, and the only way is through a Commission which will visit the various shipping centers and take evidence under oath of all those interested, and settle for all time a question that has been aggravating ship owners, master marines, marine engineers and seamen for years, and reduced Canada from her once proud place as fourth maritime nation to eleventh place at the present time.

With German ships and commerce being swept from the seas, every reasonable effort should be made, not only to capture a portion of the trade, but efforts

"Who is there in Canada, remembering Belgium, will buy 'Made in Germany,' and who in Canada will fail to buy 'Made in Canada' to the last ounce of possible production in the country, if thereby the people can take their stand behind fathers, sons and brothers, in the fight for freedom, by a course which will assist the prosperity and therefor the power of Canada in this her evil day?"—From Amherst News. This is all that Canadian seamen are asking for today—and have been asking for for years.

should be made by the Department of Trade and Commerce by an investigation under said Commission, with an object to promote our coastwise trade and protect Canadians in same.

It is deplorable what our coastwise vessels and seamen have endured for the past twenty years, especially in the Maritime Provinces, without any protection or legislation by the Government to protect them in their just rights. Being held up three or four weeks with contracts in their pockets, and at the same time the corporations advertising in the newspapers that they would have "prompt loading and quick despatch," but, like the Kaiser, might was right, and our seamen had to grin and bear it, until their losses were so great they had to leave the country, while foreign ships and seamen have been well looked after by the Government.

For an example, Canadian mariners are sending their sons to the front in the defence of our great Empire and the good old Union Jack, that emblem of liberty and fair play to fight for our rights; all our mariners want is a square deal and British fair play in our coastwise trade, so that our soldier-sailor boys on their return home will greet that flag in their own home waters, instead of a foreign flag that drove 20,000 of their fellow countrymen to foreign lands. There was no war in 1911-12-13 when "Orders in Council" were passed, but any number of British ships to charter that Canadians could find employment on.

The Norwegian steamers that have been in our coastwise trade, are supplying German cruisers with coal and helping to drive the British flag from the seven seas—as they did in our coastwise trade. One of them, the "Thor," was caught in the very act of coaling the German cruiser "Karlsruhe," and towed into St Lucia by a British cruiser as a prize.

Respectfully asking your kind consideration of the matters set out in this petition, which we consider worthy of your attention.

Signed on behalf of the Members of Council No. 7, National Association of Marine Engineers, Vancouver, B.C.

NATIONAL ASS'N OF MARINE ENGINEERS.

E. READ, Sec'y-Treas., Council No. 7.

SCHOONERS FOR COAL ARE DELAYED

1915

"Louisburg, May 14—Several sailing vessels arrived today seeking coal cargoes, but owing to the extraordinarily heavy steam shipping the sailing craft are not given the dispatch usual at this port. Much complaint is heard from the skippers of the sailing craft about the unfairness of holding up the loading of all sailing craft while there is a steamship in port requiring cargo. Of the schooners in port twenty-one are from Newfoundland ports bound to North Sydney for cargo and many of them, seeing the detention here, have made several visits as far as Scatarie to view the ice conditions."—Halifax Chronicle, May 15, 1915.

Capt. Pascal Poirier's letter shows the real cause of the total destruction of Canada's once great merchant fleet and seamen.

A Canadian Sea Captain sailed the seas for over thirty years—then he secured a position ashore in Government service—after ten or eleven years he retires and he is paid a pension of \$25.00 a month—but as a Canadian seaman he was not even allowed to make a living in Canada, while a seaman, his position was ten times more hazardous than the one on land—but a seaman gets no pension.

PROTECTION OF COASTWISE TRADE OF CANADA

Captain Pascal Poirier Writes of the Agitation to Save Canadian Waters for British Craft and of the Delay to Which the Masters and Owners of Schooners are Subjected at the Coal Shipping Ports.

To the Editor of the Journal.

Sir.—I am glad an agitation is at present going on to protect our coastwise trade. My father and I were in the coast trade, but owing to the discrimination at coal ports against all sail tonnage, in favor of steam, we were compelled, some years ago, to sell our schooner, and since then I had to go in command of vessels in the foreign trade around South America, West Indies, Africa and European ports.

I have been detained for weeks at coal ports, while steamer after steamer was loaded, one time losing a month by such detention. So that when I arrived at port of destination with a cargo of coal, I was in debt. At other times I have been delayed for three weeks. Through this discrimination at coal ports to Canadian vessels and seamen, in favor of foreigners, and particularly of late years to Norwegian bottoms, it has not only drove Canadian captains and schooners out of business, but has prevented Canadians from replacing wooden vessels with steamers; as owing to the cheap rate at which Norwegian tonnage carry freight, and quick despatch given them at coal ports, it is impossible to secure capital to invest in home tonnage. Had our coastwise trade been protected from all foreigners as it is from the United States bottoms that are not allowed to carry either freight or passengers from port to port in Canadian waters, we would have a large mercantile marine today.

I remember when the port of Archat was the second in this province in sail tonnage, and there is hardly a coasting vessel owned there today. The people of this country are satisfied to have our coal industry protected with a duty of 60 or 70 cents a ton on coal and the steel industry have a protection and have already been paid some millions of dollars in bounty; and it seems unfair that while we Canadian captains and seamen contribute to this protection, that we can have none and are compelled to leave our homes, families and home waters to make a living in a foreign country, while at the same time we pay towards keeping up the institutions of this country, and foreigners, who do not contribute a farthing, are allowed more privileges than we have.

Thanking you for space,

(CAPT.) PASCAL POIRIER,

D'Escousse, C.B., Jan. 8, 1908.

Schr. Gladys E. Whidden.

—Chronicle and Herald, Halifax, January 8, 1908.

Capt. Poirier's letter shows the whole thing in a nut-shell. This damnable outrage, persisted in and perpetrated on Canadian vessel owners, and seamen and that drove hundreds of our fellow country-

There should be an old age pension for Canadian Master Marines, Marine Engineers and Seamen; based on same lines as paid ex-cabinet ministers, retired employees of the railway, mail, customs, civil servants at Ottawa, etc. receive—The item of \$45,000,000 and other amounts paid McKenzie and Mann of Canadian Northern, would pay these pensions for many years—and it would all be for transportation purposes, same as McKenzie and Mann were paid these amounts.

men to financial ruin, and to foreign lands. And this glorious and patriotic work goes on—see Chronicle report of May 15th, 1915, why didn't "the little Canadians," stop this outrage, and the securing of Norwegian "Orders-in Council" by the Coal and Steel companies until "after the war." It may "Embarrass the Government" (?) That is what the friends of the steel and coal companies say when you mention anything about this coastwise, Norwegian, shipping question, in favor of Canadian seamen and ships—"wait until after the war"—But why did not the Steel-Norwegian-Coal combination wait until after the war before doing the naughty things they did. However our Canadian seamen seem to be travelling in good company as Sir Robert Borden, and the Canadian High Commissioner, Sir George E. Perley are very much worried over this shortage of Canadian ships to carry our wheat to Britain as well as other supplies, and the Department of Trade and Commerce under its minister Sir George E. Foster, is to look after the shipping problem that is now worrying the heads of Canada's government. But our seamen have pointed this out, time and again, the danger to Canada and the Empire in case of war—this fostering of foreigners in our home trade and driving out our own loyal subjects to foreign lands. This is no case of "I told you so" but can be shown in cold print in the press of this country for some years. Of course the Norwegian allies of the coal and steel companies are more British (?) than Capt. Poirier, a loyal and patriotic British subject, a descendant of the grand old French pioneers of this country. When you come to look at this question it is all very ludicrous, if not so serious a problem to Canadians—That Capt. Poirier, a Canadian of Canadians of the third generation, all born on Canadian soil—yet because he is a Canadian seaman and shipowner he has no rights, privileges or laws to protect him in his own country, the same as Norwegian seamen and ships have, who are foreigners, living three thousand miles away in Europe where all their interests and national sentiments and aspirations are, owing allegiance to a foreign flag, and a foreign king. But what can we expect? Our seamen can get no redress at Ottawa—they got to go to the Coal Company for their legislation, the legislation many of them get is the legislation Capt. Poirier received and he got it in the neck—kicked out of his living and out of his country.

Are those corporations patriotic and loyal to Canada? They sold iron ore to Germans in Germany since the war began, over ten months after the war has been on they still employed German and Austrian

Aug
1915

Subsidize steel ship building \$40.00 a ton for twenty years—This would bring steel shipbuilding to Canada without any loss to the Government, until ships were building or built—The cost of Transcontinental Railway over \$200,000,000 would pay this for many years. The United States and British shipyards were never so busy.

subjects in their mines, until Canadian miners rebelled and absolutely refused to go down in the mines, after the reports of German "kultur" kept coming in from our Canadian soldiers in Flanders—so the German miners were discharged. There was no scarcity of Canadian miners as the Inverness Coal Co. had discharged two hundred miners a few weeks previous, by not securing sale for their coal output, through the lack of the management we are told, not the coal. These German coal miners were in Canada through no fault of their own but the fortunes of war. But the Canadian government has provided internment camps all over Canada for German subjects, instead of coal mines, where they can do Canadians or themselves no harm, and where they are well housed, fed and every attention paid them. Corporations that have always been disloyal to Canadian seamen and shipping, can't even in war times realize the disloyalty of their actions to Canada and the Empire. They are so accustomed to running Canada to suit themselves.

Capt. Parslow said "Merchant ships are a necessary link in the chain by which the British government maintains her part in the war." This is what the remnant left of our brave and hardy Canadian seamen in coastwise trade have been doing ever since the war started.

Anyone who has been around our coast cities and towns where these men sail our small coastal steamers and sailing packets. They leave port in storm, fog and darkness, calling around at nearly every little hamlet and village on our rock-bound coast, you find them in the Maritime Provinces, Quebec, the Great Lakes and British Columbia, they are surpassed by no seamen in the world, men of iron nerve, every one of them a Captain Parslow; skillful in seamanship and as navigators, in a hazardous calling that tries the quality of seamen, not like seamen out on the ocean all the time with lots of sea room, where they go to bed and sleep at night while our seamen are weeks at a time without taking off their clothes, and for nights without sleep. The men with lots of sea room, too, when they do approach land and a harbor have a pilot (and thank the Lord they have not yet replaced our Canadian pilots with Germans and Norwegians, but I suppose their time was coming,) to conduct them into port. This is the class of men that Nelson "whipped the seas with, and would do today for the Empire if they had the opportunity, as well as our soldier boys did at Langemarck." No class of our citizens have tried to do more for the Empire than our seamen, and have done so. From around every coast town and hamlet they were the busiest collecting funds and relief, and bringing in cargoes to send to our brave Belgian allies. And yet

Subsidize Coasting Vessels in Coastwise Trade, \$4.00 a ton on their vessel tonnage—The \$17,000,000 in bounties as well as protection paid the Steel Companies, would keep them going for many years. The bounty paid on steel rails was \$6.00 a ton—Pig iron \$1.00.

these men are laughed and scoffed at when they go to Ottawa, and plainly told that the Coal, Steel Companies and Norwegians are looking after you. "Its Tommie this, and Tommie that," until that terrible war comes, but our Canadian seamen don't fare half as well as "Tommie" for in war times, they try to damn him even worse than in peace, in favor of Norwegians.

All our Canadian seamen asked from the government, and what would have protected Capt. Pascal Poirier in his rights, was to place legislation on the Statute Books of Canada, with a government inspector at every coal port to see that our coasting schooners received their regular loading turn, sail or steam or "equal rights" for all first come first served, as is the custom at United States coal ports—that legislation has not been granted. The other they wanted was Norwegian shipping totally debarred from all Canadian coastwise trade, and another was a large bonus or subsidy to steel shipbuilding for a term of years. Now I ask any person with British blood in his veins, and British justice and fair play, which was the best policy, the Coal and Steel Companies policy to employ Germans and Norwegians in our coal mines and coastwise trade in peace or war, or the Canadian seamen's policy of Canadian or British ships and seamen in our coastwise trade and build our ships in Canada instead of Norway. If our seamen's policy had been acted on there would be Canadian ships and seamen to handle all our wheat and everything else we had to send to Britain.

ALEX. G. BAILLIE.

[The above article on Coastwise Shipping by Mr. A. G. Baillie and others should interest our readers, as it makes the situation very plain and very serious, thus bringing it home to all of us at a time when so much depends on the navy and the merchant marine of the Empire. It has been a grave mistake to have allowed those foreigners to have participated in our home trade; as every one knows they have been of absolutely no benefit to Canada in any respect.

The Vancouver Marine Engineer's petition to the Prime Minister represents 1500 marine engineers, and shows the whole question so clearly that it should produce results. The strange thing about it all is that there appears to be no legislation for either our seamen or ship owners. This condition should be remedied in some way at the earliest possible date. One of the proper moves was made when the matter was placed in the hands of Sir George E. Foster, Minister of Trade and Commerce.

A commission should doubtless be appointed at once to deal with the question. Every city and town, in fact the whole of Canada, should organize for the purpose of raising money to invest in Canadian shipping, and we believe the Federal Government could insure the capital required for steel shipbuilding at Dartmouth, Nova Scotia, or any other suitable place, by offering a good bonus to the industry for a term of years. We mention Dartmouth be-

Once protect our Merchant Marine, her seamen can be trained in the winter for the navy, which would be a great strength to the Empire—The British Merchant Marine, is what made the British Navy. A sum equal to the cost of the Hudson Bay Railway and termials, \$25,000,000, would pay this for many years, and it would all be for transportation as the Hudson Bay Railway is.

cause we think it offers greater natural advantages than any other point on the Canadian Atlantic seaboard. If a steel shipbuilding plant was started there now it would not be possible to build ships in time for this year's export trade, but quite a number could be built before this time next year. Money, with our eight millions of good Canadians behind it, will do almost anything these days.

P. E. Island farmers would find a ready market for everything they could raise if say 10,000 men were employed at a fifty million dollar steel ship building plant in Maritime Canada. With the big establishment at work it would be surprising what a number of plants would spring up all over the country.

Canada has spent over one hundred millions on the Intercolonial and the same on canals, while the C.P.R. and Canadian Northern received large subsidies as well as grants of land. The Transcontinental Railway, we are told, will cost the country upwards of two hundred million dollars, and the Hudson Bay Railway twenty or twenty-five million more, and all for transportation purposes. This reminds one of a country building fine large steel bridges everywhere without building roads to them. The present system destroys our ships and drives our seamen to foreign lands, when we should be in a position to supply our own ships and keep our seamen in the country to operate them and handle the rapidly increasing traffic. Give us Canadian ships manned by Canadian sailors, should be the slogan.

Mr. A. G. Baillie has kept this important matter before the public since 1907. We see in his writings he gives the press credit for having accomplished so much in 1907-8. This is characteristic of our friend Baillie, but we might say in passing that if it had not been for his ability, energy and push, the press would have had mighty little to say on this all important subject. Through his instrumentality the matter was taken up and debated upon in the Legist latures of Nova Scotia and this province. Unanimous resolutions were passed in both Parliaments and forwarded to Ottawa, where the question was taken up and fought over in May and July, 1908, but nothing was done by the Government of that day—which is not surprising to many of us. All the mariners from the Atlantic to the Pacific, as well as many ship owners in our marine provinces, have passed or sanctioned strong resolutions asking the Dominion Government for a Royal Commission to discuss this all important subject and devise means of remedying present conditions, and we do not think that there is a dissenting voice to the claim that Mr. Baillie should be one of that Commission. No one we know of is so well qualified and his vast experience and great knowledge on the subject would, no doubt, be a most valuable asset to the Government in helping to win back one of Canadas greatest sources of revenue which has been for some time lost to us.—Editor Agriculturist.]

Aug 29
1915

There is a cartoon going the rounds of the press, "A Strong Reserve Canadian Bread Battery," Our Canadian farmers take up a strong position behind the British trenches—Secure Canadian ships to carry the "Bread Battery" to the trenches.

POINTERS

For Canadian Shipowners and Seamen

YOUR KING AND COUNTRY NEED YOU

"Britannia rules the waves, and Britons never shall be slaves," or taxpayers, without proper representation in Parliament, as Canadian seamen are.

The Coal-Steel-Norwegian combination are Canadian seamen's representatives in Canada today.

Canadian marine engineers and seamen, with shipowners, make a long and strong pull from the Atlantic to the Pacific—"Canada for Canadians in our Coastwise Trade," which means the British Flag and British Bottoms.

Immediate and total exclusion of Norwegians in our Coastwise Trade, *and place them on the same footing as the United States vessels, that cannot carry passengers or freight from port to port in Canada.* Keep the old flag flying!

We demand as our right *Equal Rights* and justice at coal ports for Canadian vessels in the Maritime Provinces, and that the flag of Norway will not take precedence of the Union Jack in future at said coal ports. A Government Commission would regulate this—with proper legislation, and an inspector at every coal port to see it carried out. We are part owners of Canada, and we pay the salaries of our representatives to Parliament. A Commission will show the Government the absolute necessity of this regulation.

Our coastwise vessels should receive a subsidy, as fishing vessels are paid a bounty. Steamers' subsidies last year amounted to \$2,400,000; railways the past few years \$25,000,000 in subsidies. Both are in direct competition with our coasting vessels—but all for transportation purposes. Our many shallow harbors, around such an extensive coast line, make our coasting vessels an absolute necessity. Who are complaining of long delays at coal ports, which has enormously increased the cost of coal to these people? A Commission for this purpose is absolutely more necessary than the Commission working the last few years on the Georgian Bay Canal.

Capt. Laurence Gerrior was kept waiting a fortnight, after being booked and promised coal, while a Norwegian steamer loaded twice for Montreal at the same pier. He had a contract with the company, but could not get his coal. After a fortnight he was told to "wait until the river froze over," which meant two months longer to wait. Ottawa only listens to the coal company, as no laws have been passed to protect men of Capt. Gerrior's class yet. The company was at the time advertising in the press for coasting vessels—prompt loading and quick despatch—a wait of a fortnight, and to that added two

Canadian Seamen are told at Ottawa that the Coal Companies have built piers and are advertising in the press for coasting schooners—That's what they were doing when Capt. Poirier wrote his letter—why not put laws in force, compelling the protection of our Coasting Vessel.

POINTERS—Continued

months longer was "quick despatch." When Capt. Gerrior, after his long wait, had to leave the port empty, with thirteen other coasting vessels, one, Capt. C. Chasson, of the schooner *Formosa*, of Magdalen Islands, P.Q., was even refused a barrel of coal, the company shaking their fist in his face and stating they would not sell him a barrel, or even a pound of coal, to cook his food to carry him to another port.—N.S. Hansard, April, 1908.—Ottawa Hansard, May, 1908.

Last winter when the Canadian Seamen interviewed a Maritime member of Parliament from a shipping county, at Ottawa, his reply was: "Are you people at that yet? There is nothing in this Norwegian shipping question; you've got no Canadian ships." It is not necessary to quote the Seamen's reply. But it was only a few hours after that that this same member voted to pay three million dollars for 112 miles of an operating railway from Campbellton to St. Leonard's, N.B. *This was not until after the war.* If this brilliant member had secured three million dollars for to purchase Steamers, instead of the Railway—Canada would not now be without ships.

A Minister of the Crown at Vancouver, in June this year, stated to a delegation of seamen, "That to compete with the coal competition, that foreign tonnage was indispensable"—who pays this man's salary? He and the M. P. from the Shipping County must travel in the same boat.—

"In consequence of the present practice to which I have referred (detention of Canadian Coasting Vessels at Coal Ports) the rates on coal were increased last year and the price of coal in Prince Edward Island was advanced about fifty cents per ton."—Hansard, Ottawa, May, 1908.

This was and is taking place in many parts of the Maritime Provinces and Quebec Province today.

M. H. Nickerson, M. P. P., when in the N. S. Legislature, speaking on these outrages said "All these complaints of the captians and owners of these coasting vessels excited less official comment than one brown tailed moth flitting over the landscape."

Canadian Seamen have no fight or animosity against Coal and Steel Companies—They are only fighting for the right to live in Canada; and for the same protection the Coal and Steel Companies have.

There is no Canadian citizen has any ill-will against the Norwegian people, whatever ill-feeling there is, it is against our own Canadian Government; who pass these orders in Council. The Norwegians are a fine race of people, whether seamen, or otherwise, and those who settled, or became citizens of Canada are classed amongst the most intelligent, prosperous, and law abiding.

"We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved"—H. M. The King.

TO THE PEOPLE OF THE EMPIRE—Every fighting unit we can send to the front means one step nearer peace.

Hurrah for a Canadian built, owned, and manned Merchant Marine.

Watch the little "Flunkies" get busy in the Press for the Steel and Coal Companies and tell a nation of Eight Million Canadians that they are only fitted to carry Coal up the St Lawrence in "old wooden Schooners" (?) Are Canadians only capable of building, owning, and manning schooners ?

Foreign Rule

There is no doubt that Canadians in Sea Port towns such as St. John, Halifax, PARSBORO, Pugwash, Wallace, Campbellton, Chatham, Quebec, &c., have noticed the large number of foreign Ships: Particularly those flying the Norwegian flag carrying our lumber this year, to Europe, or mostly to Britain—This is foreign trade over which the Canadian Government has no Control, and over which Canadian Seamen can make no Complaint as they have no Ships—Except that Canadians Shipowners and Seamen should be doing the most of this trade, and reaping the rich harvest of freights of from \$10,000 to \$20,000 a trip, lumber freights running from 120 to 140 Shillings a standard (1980 feet) of lumber. Fortunes are being made—Canadians if they had the ships would reap those profits and some compensation for the huge sums spent on dredging, harbor improvements, and railroads.

Had the coal and Steel Companies any apprehension of the spirit in which they were protected by the Canadian people; there would be a fine fleet of Canadian built, owned, and manned Ships to fill the "Missing Link."

A Greek Early in 1912 purchased a British Steamer of almost 6000 tons dead weight for about \$125,000. He paid \$45,000 in cash, the balance being left on Mortgage. After running her for 3 years he has made a profit on running and on the re-sale amounting to \$360 000. Financial Notes, Aug 4 1915. —F.H.W.S.

Not content with hounding our Schooners and Seamen from the Coal Ports.—Orders in Council were secured to carry Steel rails from Sydney, Cape Breton, to Prince Rupert, British Columbia for the Trans. Con. Railway—in Norwegian steamers on which a bounty of \$6.00 per ton and a bounty of \$1.00 on pig iron was paid by Canadian seamen and the people of Canada—no war then on—and British ships galore—is it any wonder our seamen stated in the press that Canadian coasters are getting as scarce as "hen's teeth"—God save our Seamen from the "Huns"—The Government can't.

It is to be regretted that Mr. A. G. Baillie is unable to devote any more time to the important question of coastwise shipping, as very few Canadians has done more hard and persistent work for any class of citizens than he has done for Canadian seamen since 1907. He could not have done more or worked harder if he had been paid a large stipend for his labors all these years. When others were enjoying things he was working for the cause with all his strength and ability during and after business hours. No doubt today many of our monied men will regret they did not back him financially so that he could have continued to devote all his time to the question the same as he did in 1907-8, when in a few months such excellent results were attained. Not until this foreign menace in our coastwise trade is made very uncomfortable for those interested in it will the question of ships to carry to Britain our wheat, etc., receive the attention to which this most important question is entitled.

Aug 29/1915 —Editor P. E. Island Agriculturist

With reference to above, for four months in the fall of 1907 and first month of 1908, as well as several other months of 1908: I gave my whole time free of charge—as many of the Coasting Captains were nearly as poor as myself—and

There is no greater Corporation from the Atlantic to the Pacific than the Seamen of Canada. And they have been and are now looking for redress in a constitutional way

what time since then I could spare from business hours, I gave freely. Enough money has not been made up to pay the expenses, and cost of literature.

For four months of 1907, and previous to that, all of us were lead to believe, by Cabinet Ministers, Senators, and members of Parliament that Norwegians were allowed in our Coastwise Trade through a great British-Norwegian Imperial Treaty. The late Senator Wm, Ross in a letter to the Halifax Chronicle on Dec. 16, 1907, Stated:—"Therefore until the Imperial Government Cancels the arrangements with Norway, then, and not until then, can the Dominion Government interfere." Less then a month after there was no treaty, only an Order Council; there was not even an act of the Canadian Pariament—It was found that a stroke of the pen by the Canadian Government can Cancel an Order in Council at anytime—So that on January 13th 1908, all orders in Councils were Cancelled, and a new one made to expire on Dec. 31st 1908,—One year—to give the Companies employing Norwegians time to Secure British Steamers—There are two million tons of coal carried up the St Lawrence from Nova Scotia that Canadian Seamen help to protect to the extent of one million and sixty thousand dollars, by a duty of 53 cents a ton—Steamers such as the Norwegians use in this trade! can be built in a British Shipyard, in three months—The orders in council have been renewed by both Governments, the last order in council dated Dec. 16th 1914.

This question was brought up before the Liberal Government: As any one who is curious enough, can read in Hansard debates of the Canadian Parliament May 1908: And that the only persons abused, or villified on that occasion, were the two members from Prince Edward Island, who introduced the question, and Myself.

In March 1915 being in Ottawa on business, a delegation of members of Parliament kindly accompanied me to wait on Sir George. E. Foster, Minister of trade and Commerce: And later waited on the Premier Sir Robert. L. Borden—who requested me to prepare a statement of the case; which I did and left with him: The Statement being somewhat on similiar lines to the petition of the Marine Engineers association of Vancouver British Columbia.

I can do no more, could I afford the time—But with this Booklet, our Seamen Should circulate it all over Canada, amongst our own Canadian people—and let them deal with the question—if the Government will not—I wish to thank the press, who gave so much space to this question—and to all others who assisted me.—

"All we have of freedom, all we use, or know. This our fathers bought for us, long, and long ago: Are our Canadians Seamen to be robbed of their great heritage?"

ALEX. G. BAILLIE

"GOD SAVE THE KING"

**YOUR KING AND COUNTRY
NEED YOU NOW!**



Trade Follows the Flag



Canada for Canadians in our Coastwise
Waters and Trade
which Means British Ships and
British Seamen

“THE CAPTAINS’ PROTEST”



*WHEN CANADA’S SHIPS AND SEAMEN
COVERED THE “SEVEN SEAS.”*

Hurrah for our ships and our sailor sons!
Hurrah for our stalwarts bold!
For the ships that were manned with Canadian men,
’Neath the Union Jack enrolled!

For they sailed our ships from the East and West
To the ports of every sea,
And they conquered fame for our country’s name
O’er the waters wild and free.

Hurrah for our ships and our sailor men!
Hurrah for our seamen bold!—
For the gallant ships, with Canadians manned,
’Neath the British flag enrolled!

For their hearts were brave and their grip was strong,
And they kept our flag unfurled,
Till our ships and trade proud record made
’Mong the nations ’round the world!

—MacCormack.

The "Captains' Protest"

THE "Captains' Protest" was written Sept. 20, 1907, by Alex. G. Baillie for Captain Laurence Gerrior, Schooner Union, Arichat, Cape Breton, and 14 other coasting schooner captains and owners—five from Prince Edward Island.

On January 13, 1908, the "Captains' Protest" spoke on Parliament Hill, Ottawa, and put out of business a great British-Norwegian treaty that did duty for 35 years. It was bogus, of course—only an Order in Council.

The "Captains' Protest" spoke in the British House of Commons, London, England, on Feb. 7, 1908—and nearly revolutionized the shipping policy of the whole Empire for British ships—the same as the United States for United States ships.

The "Captains' Protest" also spoke in the parliaments of P. E. Island in March, 1908, Nova Scotia in April, 1908, Ottawa in May, 1908.

In Dec. 1908, the "Captains' Protest" spoke by cable. At Hong Kong the Steamer Powhattan was bought by Mackenzie Bros., re-named the Rupert City, made her trial trip (a snort one), making the round of English Bay and the Inner Harbor from Vancouver, January 2, 1909. Mayor Bethune of Vancouver took the occasion to send a wireless message of congratulation at the time to Mayor Hall of Victoria. They omitted sending a wireless to Capt. Laurence Gerrior.

The Rupert City was put on the route between Vancouver and Prince Rupert by Mackenzie Bros., replacing the two Norwegian steamers they had had under charter on that government-subsidized route.

On the Atlantic seaboard the "Captains' Protest" spoke again after July 1, 1909. The Steamer Universe was purchased and re-named the Heathcote, and went on the route between Marble Mountain and Sydney, Cape Breton (replacing two Norwegian steamers, the Felix and the Ellen, which were doing that work)—under charter to the Dominion Coal and Steel Company. The owners of the Heathcote did not send a wireless to Capt. Laurence Gerrior.

The first new steamer added to Canada's new and revived merchant fleet by the "Captains' Protest" was the Morien, which did Port Hastings—where the "Captains' Protest" was written—the honor of taking her first cargo of coal from that port on her maiden voyage. The Morien owners also omitted to send a wireless message to Capt. Laurence Gerrior.

Other steamers have come in since, flying the British flag, making employment for our own people, and saving millions of dollars, besides retaining thousands of seamen in Canada and the Empire—and will mean not millions but hundreds of millions of dollars in the near future—and helping to replace the *one million tons* of Norwegian shipping and *twenty thousand* Norwegian seamen in our coastwise port-to-port trade (Sept. 20, 1907)—more than the total tonnage of all Canada to-day.

2 The "Captains' Protest" has also re-echoed in the shipyards of Great Britain ever since, speaking many times. Furness, Withy & Co., Limited, of London and elsewhere, contracted with the Dominion Coal Co., of Canada, for the conveyance of coal over a period of seven years. The new steamers started in this traffic during 1911—replacing Norwegians—are the following:—Islesworth, 2,988 registered tonnage; Batiscan, 2,659; Blackheath, 2,976; Helvetia, 2,735; Rosama, 2,366. The Norwegian steamer Kron Prince Olav changed her register to British that year.

The "Captains' Protest" will re-echo in Canada's shipyards from ocean to ocean, by building Canadian ships—for Canadian owners, manned by Canadian seamen—just as soon as the Government of Canada listens to our own people, and grants a bonus both ways for a term of years.

NOW'S THE DAY, AND
SEE THE FRONT OF

* * * *

WHY WILL BE A THING
WHY CAN FILL A COUNTRY
WHY SAE BASE AS
LET HIM TURN

DEAR SIR :

Is there any more patriotic work for G. Baillie has sacrificed his time and home for work and time previously given voluntarily

This has been a benefit, not only to England for our wives and children, as well as our Canadian and Britisher, it has been a benefit to increase. It is not so much what you give your and help. No doubt the newspapers will render assistance so nobly rendered by the newspapers. British flag afloat today, from ocean to ocean.

Money is urgently needed now. Enclosed of the work and benefits which have taken place one can foresee the ultimate great benefits to shipbuilding, as well as trade and commerce.

Yours

P. S.—Special mention must be made of the Board of Trade for its patriotic work since the formation of The National Association of Marine Engineers.

NOW'S THE HOUR!
LITTLE LOUR.

* * *

FOR KNAVE?
WARD'S GRAVE?
A SLAVE?
D FLEE!

URNS: *Bruce's Address.*

MURRAY RIVER, P. E. ISLAND
CANADA

July 18, 1917

Canada and the Empire than the work Mr. Alex.
during the past two years—besides all the
ce Sept. 1907?

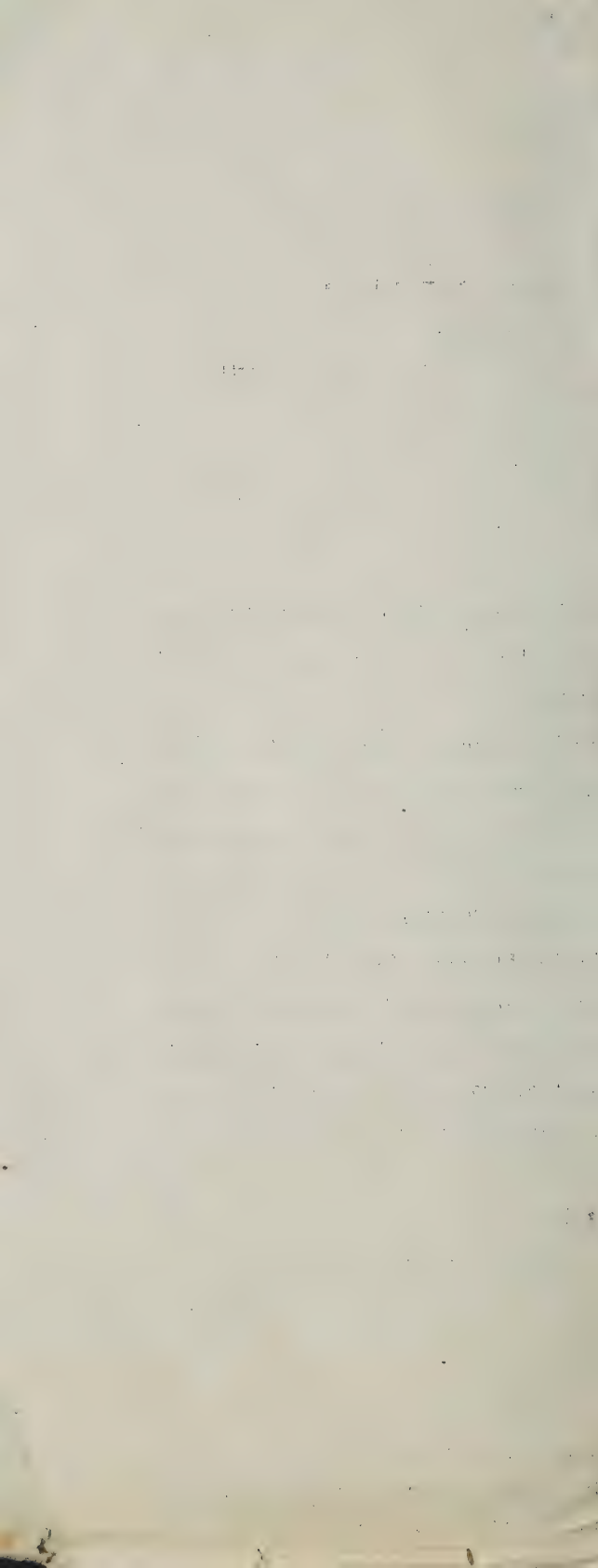
ry seaman in Canada—which means the liv-
comes, as citizens of Canada—but to every
nd as the years roll on these benefits will
rself, but what you do to get others to assist
er all assistance possible. Only for the as-
of Canada, in the past, there would not be a
n a vessel in our coastal, or inland waters.
ed please find a leaflet, giving a brief outline
ce through Mr. Baillie's leadership—and no
Canada and the Empire in men, money, and

respectfully

(CAPT.) JOHN A. MUNN.

Treasurer

of the Alberton and West Prince, P. E. I.,
uary, 1908—as well as the “Official Journal”
ers of Canada, since Sept. 1907—J. A. M.



With this handicap they could only provide themselves with old second-hand vessels or almost any description.

But now that Orders-in-Council are all cancelled, if the Canadian Government will grant a bonus to wooden shipbuilding of \$20,000 a ton, as the Newfoundland Government did in May, 1916, shipbuilding will be revived again. For we must remember that Howe's coasters made Canada the third shipbuilding and ship-owning nation in the world 34 years ago. These are the same race and breed of seamen as Francis Drake, who, in 1577, was the first Englishman to sail around Cape Horn and across to the Philippine Islands, and so home to England, making the first voyage around the world in the Pelican, or Golden Hind—a coaster of 120 tons. In 1588, as Sir Francis Drake, he helped defeat the Spanish Armada. It was the merchant fleet of England that defeated the Armada, as England had no navy. So it should be a warning to Canada to do all in her power to assist these men to rebuild their own "shallops" and "rear their own crews," as in the great Joe Howe's time. The disastrous results of this foreign invasion under Order-in-Council can be seen in the Province of Prince Edward Island, where from 70 to 100 vessels—some the largest afloat—were built each year. Today, not one building—while capital, material and enterprising men are only awaiting Government action and aid.

When I was in British Columbia not a ship was building—but as soon as the Provincial Government of that Province granted aid of \$2,000,000, in May, 1916, shipbuilding started up at once, and look at the thousands of workmen employed and millions of capital invested. The same in Newfoundland, and the same in Nova Scotia, where the Provincial Government, voted \$2,000,000 at the last session of Parliament to aid shipbuilding.

How Canada Reared and Trained her Seamen for the United States Merchant Marine instead of British Navy

[ALEX. G. BAILLIE]

From "Canadian Courier," Dec. 23, 1916

Not long ago nine Canadian brothers from a Cape Breton port held a reunion at Duluth. They were all of them either captains or senior officers of American lake carriers. After the war Americans plan to rectify their mistakes with regard to their merchant marine. In Canada, it appears, we have neither overseas ships nor coasting vessels of any account. We have lost not only our ships, but our ships' crews.

SHIPBUILDING

Editorial from "Official Journal" of the National Association of Marine Engineers of Canada,

August, 1917.

We are pleased to note that much activity prevails now in wooden shipbuilding in the Maritime Provinces. Our friend, Alex. G. Baillie, who has so insistently labored along this line, has proved his contention and that his advice, though late in acceptance, has at last been heeded and is now bearing fruit, being one reason why shipbuilding should receive the support necessary to at once provide the carriers required for home trade. We believe that new shipping should not be sold to foreigners until after our own requirements are met, and government action is very necessary to be taken at once to stop the sale of any ships, except what is really necessary to transport food for our soldiers and our allies.

Press Comment on "The Captains' Protest"

From the "Summerside (P.E. Island) Journal"
August 1st, 1917

Makes Strong Plea for

the Cause of Coasters

H. H. Blanchet, of Toronto, was in Summerside last week. He gave The Journal the following interview:

I am now interested on a committee of coasting schooner captains and owners of the Maritime Provinces, Quebec and Newfoundland—who insisted that I should be at the head of their committee for the active part that I have taken from ocean to ocean in promoting the bonusing of wooden and steel shipbuilding.

The committee's duty is to help raise money to defray the expenses of the coasters the past two years, and to a Patriotic Fund for the Protection of Canadian Coastwise Shipping Sea-men, their wives and little children, as well as the bonusing of wooden and steel shipbuilding in Canada.

No more patriotic fund is before the Canadian people, as these "coasters" have saved millions of dollars to Canada and the Empire in the great fight put up against the "foreign invasion" of our coastwise waters and trade since Sept. 1907.

Premier Lloyd George is calling for ships, ships, ships and more ships—ships and seamen are saving our Empire and the civilization of the world.

Hon. Joe Howe wrote a poem about these coasters 50 years ago. Here are a few lines:

Joint owners at sea and free sons of the soil,
We build our own shallops, we rear our own crews,
And if danger should threaten, the cutlass we'd seize
And our hearts and our sinews in battle we'd prove
That the spirit of freedom is nursed by the breeze.

The Captains' Protest on Sept. 20, 1907, by these coasters—like the shot at Lexington—which was heard around the world, can be procured from Capt. John A. Munn, Treasurer of the Fund, Murray River, P. E. Island—for the small sum of 15 cents. These coasters were fighting, not alone for their protection, but for the protection of every Canadian shipbuilder, ship-owner and seaman from foreign invasion, as well as in their own and families' very existence in Canada. Successive Canadian governments since 1873 passed Orders-in-Council allowing Norwegian and other foreign ships and crews in Canada's coastwise, or port-to-port trade—ships, as well as provisions and outfits, duty free. If Canadians used the same foreign ships in their own home trade they had to pay 25 per cent duty on their value. Say a ship like the Storstad that sunk the Empress of Ireland, worth \$100,000, the Canadian pays \$25,000 in duty to the Government of Canada; also from 10 to 50 per cent on provisions and outfits. This was not competition for the Canadian, but extermination. These Orders-in-Council also destroyed our shipbuilding yards, making the moss and grass grow over them.

Mr. Alexander G. Baillie, who did so much in 1907 and is for the seamen of Canada, at the sacrifice of his own time, that no one in Canada is so well informed on this vital question about our seamen and shipping, and the disastrous results to us men and our families of these fatal Orders in Council. He has had to sacrifice his time and his home for the last two years—not only in our interests, but of Canada and the Empire—"AS THE FLOW OF MERCHANT SHIPPING IS THE VITAL CURRENT OF OUR BLOOD." No one man has sacrificed so much in this cause as he has. We quote from an editorial from one of our leading daily papers a short time ago: "It is to the credit of Mr. Baillie that he had the vision to see the causes which operated to the destruction of our shipping interests, and that he had the faculty to impress our leading politicians, our editors and others, with the importance of these interests to this great Maritime Dominion. To him, perhaps more than to any other single man, is due the present improved conditions and prospects of the shipbuilding industry of Canada and the shipping interests."

The saving of the remnant left of our once great merchant fleet and seamen—THAT MADE CANADA AT ONE TIME THE THIRD SHIPBUILDING AND SHIP-OWNING NATION IN THE WORLD, MANNED BY CANADIAN SEAMEN, WHO TOOK SECOND PLACE TO NO MEN ON THE "SEVEN SEAS"—CARRYING OUR SUCCESSFUL FLAG AND COMMERCE TO THE REMOTEST CORNERS OF THE WORLD—This result is entirely due to the patriotism of the Press of Canada and Newfoundland, the wide publicity they give the Norwegian shipping question, which is duly appreciated—with our heartfelt thanks, that the power of the press is invincible.

No Canadian citizen has any ill-will against the Norwegian people. Whatever ill-feeling there is, it is against our own Canadian Government, who pass these Orders in Council. The Norwegians are a fine race of people, whether seamen or otherwise; and those who settled, or became citizens of Canada, are classed amongst the most intelligent and law-abiding.

We wish to inform our newspaper friends, that again has one phase of our campaign for Canada and the Empire been crowned with success. On December 31, 1916, all Orders in Council were cancelled—placing Canada on the same footing as the United States—that does not allow foreign shipping in her coastwise or port to port trade; that is, no foreign ship can carry cargo or passengers from an Atlantic to a Pacific port, or from the United States to the Phillipine Islands or Porto Rico, or vice versa, except ships flying the United States flag.

No Seaman in Canada should now rest satisfied until he receives a pledge from the Government that they will no longer give away the birthright and heritage of our seamen by Orders in Council—such important matters must be debated on the floors of Parliament.

THE LOSS TO CANADA

What has been the loss to Canada since the first Order in Council was issued in 1873, or 44 years ago? Over one billion dollars of invested capital in shipping, shipbuilding and commerce, and at least 100,000 seamen, besides reducing Canada from third shipping nation in the world to eleventh place.

What has it cost Canada since the war in having no ships of her own to carry her soldiers and wheat to Europe? Hundreds of millions of dollars in excess freights alone. The amount of tonnage that would be required for transport is usually put at about 20 tons per man in a fully equipped force. For 500,000 men, therefore, about ten million tons would be necessary—and Canada has less than a million tons of all classes of merchant ships.

THE BENEFITS TO CANADA

The benefits of Orders in Council being cancelled December 31, 1916, are already before our people. Premier Murray, of Nova Scotia in his speech from the throne, February 22, 1917,

it. He granted aid to shipbuilding, and a few weeks later that parliament voted \$2,000,000 to assist shipbuilding in the little Province of Nova Scotia. In March, 1917, one of the Cape Breton coal companies purchased two steamers, the Lingan and Hochelaga, paying \$1,000,000. Taxes will be paid on this property in Cape Breton, as well as the war tax of 7½ per cent. With Norwegian ships this was paid in Europe. The Dominion Government, in April, 1917, purchased two steamers, the Drummond and McKee, paying over \$1,000,000, to carry coal from Cape Breton to Montreal. The result has been that shipping and aid to shipbuilding is increasing by millions of dollars—in a few months only after the Orders in Council were cancelled. Mr. Baillie stated years ago that in five years from the time Orders in Council were cancelled a hundred million dollars would be invested, in the Maritime Provinces alone, in shipbuilding and auxiliary plants.

The "Captains' Protest" may have led the way for the British Government taking over or commandeering, in March, 1917, the 20 Norwegian ships building in Canadian yards, under Orders in Council. The War Wasp, launched at New Glasgow, Nova Scotia, a few days ago, was one of the 20 Norwegian ships, which would have sailed under the Norwegian flag, manned by Norwegian crews. Now the British Government owns her, and them. But they are not Canadian ships, which they should be. What made Canada great on the "Seven Seas" was the individual shipbuilder and shipowner of the Maritime Provinces and Quebec—and these men should be heard by our Government today and granted every aid to resurrect again our country's greatest dower.

Is there a master mariner, marine engineer, seaman or shipowner in Canada, from the Atlantic to the Pacific, with soul so small that he will not fight up to the hilt for the cause of the coasting schooner captains and owners, until they secure the same rights as other citizens of Canada?

This great work for Canada and the Empire has been supported by voluntary subscriptions since 1907—which have not covered the cost of printing and circulation of literature, leaving a large amount of unpaid expenses. We should have \$6,000, and we trust that there are patriotic Canadians enough in Canada to help us raise that amount. These subscriptions were paid almost wholly by men kept poor through no fault of their own. Therefore a Committee has been formed by the coasting schooner captains and owners, calling on every patriotic Canadian and Britisher for financial assistance to the fund for this purpose, which is for the protection of Canadian coastwise shipping and seaman, and the promotion of wooden and steel shipbuilding in Prince Edward Island and elsewhere in Canada. Capt. John A. Munn, of Murray River, P. E. Island, has been appointed Treasurer; and all councils of the National Association of Marine Engineers of Canada are authorized to receive subscriptions to the fund.

COMMITTEE

H. H. Blanchet, Toronto, Ontario.

Capt. John H. Pike, Channel, Newfoundland.

Capt. W. T. Eastman, North Sydney, Cape Breton.

Capt. Angus McLeod, 40 Windsor St., Halifax, N. S.

Capt. Chas. Reid, Brule Shore, N. S.

Capt. George Allen, Montague, P. E. Island.

Capt. Benj. Levandia, West Arichat, Cape Breton.

Capt. C. J. Straight, Victoria, P. E. Island.

Capt. Anthony Arsneau, Grand Digne, Kent Co., N. B.

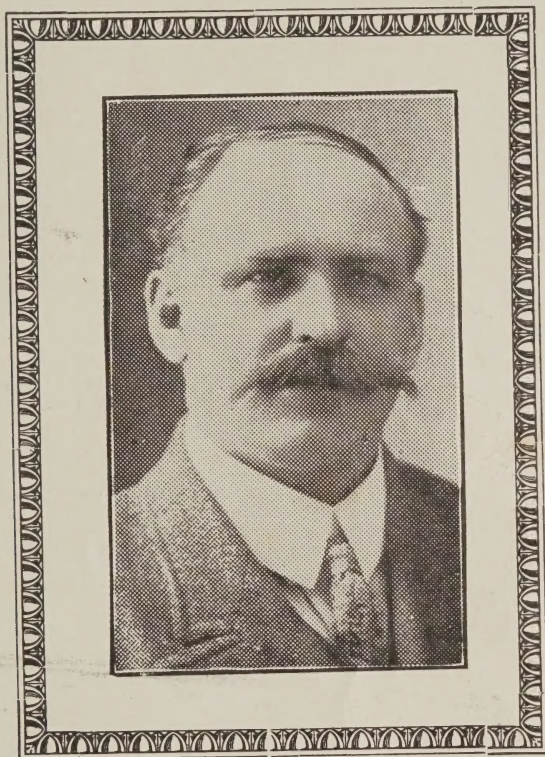
Capt. Charles Trenholm, Port Elgin, N. B.

Capt. Alex. J. Fraser, Rexton, N. B.

Capt. Albert J. Moran, Sandy Beach, Gaspé, P. Q.

Capt. William Trenholm, Louisburg, Cape Breton.

Every Seaman, as well as every Patriotic Canadian, should have a copy of this Booklet. The money is used to pay for literature to help restore Canada to her former proud position of **Fourth** among the Maritime Nations of the world, instead of, as today the **Eleventh** place.



ALEX. G. BAILLIE

ALEX. G. BAILLIE, of Port Hastings, Cape Breton, is well known all over Canada for the active part he has taken since 1907, in the protection of Canadian Coastwise Shipping, on similar lines to what the United States have in force. For his services he was made an honorary member of the first Canadian Club of Canada, organized at Guelph, Ontario, by Principal Malcolm MacCormack, B.A., 27 years ago.—Leominster (Mass.) Enterprise.

Price, Single Copy 15 cents. 2 copies 25 cents, postage prepaid. 50 copies \$5.50. 100 copies \$10.00. Send your orders and cash at once, as the supply is limited, to

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